Abstract

A system is described for minimizing engine torque disturbances that would otherwise cause degraded drive feel by a vehicle driver. The system utilizes multiple torque transmission paths of a transaxle unit mounted to the engine. The system manipulates the torque transmitted by adjusting the clutches of multiple torque transmission paths so that the torque disturbance in the engine results in relatively constant vehicle drive torque. In one example, a potential torque increase due to variation in engine compression ratio is reduced using multiple paths of the transmission. In this way, relatively constant output torque can be maintained.